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HONGKONG.

CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES)].
AN ARMED PARTY.

Three Chinese were indicted for being in possession of a revolver and five rounds of ammunition and two daggers. The jury were Messrs. E. M. Wilson (foreman), W. M. Mohal, J. Rodger, G. Morrison, G. F. da Rosa, F. C. Collico and G. H. di Silva.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), outlining the case for the Crown, said on the afternoon of July 8th having received information, Inspector Lanigan and a party of police hid themselves in a matchbox at the junction of the Taipo and Taikeksui Roads, near Mongkok. After waiting for about two hours three men came along the road. A struggle took place and the three were captured. On one was found a revolver. Nothing was discovered on the other two, but after they had been taken to the police station the prisoners were back and searched the spot where they were arrested and found two daggers.

Evidence was taken and the prisoners were sentenced, to two years' imprisonment with hard labour.

A PLUCKY CHINESE.

Two Chinese were indicted for robbery and wounding. A building contractor was attacked near the railway bridge at Hungthorn. He clung to one of his assailants and would not let go, although wounded three times with a dagger. Help was obtained and the man the contractor held was arrested. Later another of the men was caught. The Attorney-General, who prosecuted, commented on the pluck of the contractor and remarked that if more such acts of bravery occurred when Chinese were attacked crime in the Colony would soon show a substantial reduction.

The prisoners were convicted and each sentenced to six years' imprisonment.

[BEFORE THE PRISON JUDGE (MR. J. R. WOOD)].

WITNESSES IMPUGNED.

A Chinese was indicted for assault with intent to rob, but, after hearing the evidence, the Jury brought in a verdict of "Not guilty." The Prison Judge said he quite agreed with the Jury; it was evident to him, from his knowledge of the Chinese, that in the case the charge was a trumped-up one and that the incriminating articles shown in Court had been put in position by the witnesses for the prosecution in order to incriminate the man.

The prisoner was discharged.

ROBBER SENTENCED.

Chan Yau was sentenced to five years' imprisonment for taking part in a robbery by two or more.

"EMPRESS OF AUSTRALIA." MANY VISITORS INSPECT THE VESSEL.

A large number of residents accepted the invitation of Canadian Pacific Steamships, Ltd., to visit, yesterday afternoon, the *Empress of Australia*, formerly the *German liner Tirpitz*, now added to the Pacific service of the Company, which brings ocean travel in this part of the world up to the level of comfort or even luxury with which travellers have become accustomed on the Atlantic. A full description of the vessel was published in these columns a few days ago. After a recent opportunity of seeing the British-built *Empress of Canada*, comparisons are unavoidable and fine as this steamer is, for artistic style the public apartments of the *Empress of Canada* are far more pleasing; one is glad to be able to say that for British workmanship the dining saloon of the latest arrival is certainly its most handsomely proportioned room. The first class cabins contain some wonderful new features and are the latest word in luxury. The visitors, yesterday afternoon, were entertained to tea with lavish hospitality by the Company.

SPORT.

WATER POLO.

At the Victoria Recreation Club on Monday the United Athletic Club defeated the King's Regt. in a league game by six goals to two. The scorers for the winners were: Leonard (3), Botelho (2), and Masen (1). Parry scored twice for the losers.

Two matches were played off yesterday evening. In the first match the Victoria Recreation Club defeated the Lusitano Recreation Club by nine goals to two. The scorers were: Buschert (5) Stewart (4) and Watson (1).

In the second game the United Athletic Club defeated the R.G.A. by five goals to two. For the winners the scorers were: Maion (3), Lingard and Logan one goal each. McDade scored twice for the losers. The matches for to-morrow are: R.G.A. v. V.R.C. and the King's Regt. v. L.R.C.

DISTURBANCE IN A PEAK RESIDENCE.

CHINESE BOY HEAVILY FINED FOR DISORDERLY CONDUCT.

A pair of trousers, said to have been badly repaired, led to the No. 1 boy, employed at No. 79, The Peak, being charged before Mr. Lindsell at the Magistrate's court, yesterday morning, with having assaulted his master, Mr. Bartholomew.

Mr. Bartholomew told the Magistrate that on the previous morning he had occasion to question the boy about a pair of trousers that had been returned by the tailor after repair. The work was badly executed, and Mr. Bartholomew gave instructions for them to be taken back to the tailor. He asked the boy, with no intention of offending him, "Are these the trousers?" The boy replied: "Yes." He ordered him to take them back, and the boy got into a rage and shouted "You no b'long master," to which witness replied "I know you no b'long master." The defendant's rage increased, and he shouted at the top of his voice: "I know you no b'long master; you b'long fool." The boy was told to "shut up," and he promptly rejoined: "You no talker my."

At this time the complainant and the defendant were standing in the passage way between the pantry and the hall. Witness said he was standing about four yards away from the boy. He might of shaken his fist at him, but certainly did not advance within striking distance of him. Meanwhile the defendant shouted so loud that witness could not make himself heard. The defendant then suddenly ran into the pantry and grasped a carving knife. This he struck with such force on the table that the handle of the knife was broken.

In reply to the Magistrate, Sub-Inspector Fox said that on instructions from the Captain Superintendent of Police he had preferred a charge of assault against the boy.

Mr. Lindsell decided said that there was so far no evidence of assault, and amended the charge to that of disorderly conduct.

The defendant said the complainant showed fight and chased him into the pantry where he picked up the knife in self-defence.

In reply to the Magistrate, Mr. Bartholomew emphasised his previous statement that never at any time did he advance within striking distance of the boy. He advanced a yard or two to impress his command that he wanted the boy to "shut up."

The defendant: My object in picking up the knife was indicated in my saying to the complainant that if he came any nearer to assault me I would cut him with it.

Mr. Bartholomew said that he had never had any trouble with the boy before and added that he would like to call Mr. Sinclair, who messed with him, as a witness to say that he had not made it a practice to continually abuse the defendant.

The defendant then made a statement, in which he said he got on very well with Mr. Sinclair who had not found any fault with him and who did not make it a practice of worrying him. Mr. Bartholomew, he said, was extremely fastidious in such things as clothing and food and would throw away an egg if it was slightly over or underdone. Regarding the pair of trousers, the complainant had already worn them without making any remark as to their condition.

Mr. Bartholomew, in reply to the Magistrate, said he had eight pairs of trousers and did not know which was the actual pair in question. He discovered the poor repair work on the previous morning. He had no intention of worrying the boy when he put a simple question to him.

Continuing, the boy said Mr. Bartholomew was very angry, shook his fist at him, and said "I make you die." "You savee tukoon!" (Police Station). The defendant added that he had sent two of Mr. Bartholomew's shirts and a number of collars to the laundry and the complainant still owed him 40 cents for these.

The Magistrate remarked that this had nothing to do with the case, and imposed a fine of \$100 or four weeks' imprisonment.

THE NULLAH AS A WASH HOUSE.

POLLUTING THE WATER.

A curious case came up before Mr. Lindsell at the Magistrate's court, yesterday morning, in which seven Chinese were charged with washing clothes in a nullah, thereby committing a nuisance.

The alleged nuisance was that the water was polluted by the washing of the clothes and that when it was collected into pipes and run into a row of Chinese laundries further down the nullah it was unfit for the purpose required.

The Magistrate expressed a doubt as to the validity of the charge and said that as far as he could make out washing water did not come within the definition of a nuisance. In reply Inspector Blackman suggested that the case be remanded, and the Medical Officer of Health be called to argue the point.

Inspector Blackman added that the laundry drew the water from the nullah through pipes at a point lower down the nullah where the defendants were discovered washing the clothes. These pipes were laid on to the laundries by the Government and the consequence was that the laundries received polluted water, instead of water suitable for washing purposes.

The Magistrate decided to put the case back until this morning.

ENTICING AWAY A MUI TSAI.

FOUR CHINESE SENT TO PRISON.

How two Chinese men and two Chinese women conspired together to kidnap a small *mui-tai* from her mistress at Shum Shui Po was revealed at the Magistrate's court yesterday afternoon, when they were charged before Mr. Hamilton.

Mr. A. E. Wood of the Secretariat for Chinese Affairs prosecuted and the defendants were not represented.

The case for the prosecution was that the *mui-tai*, a girl of 13 years of age, lived happily with her mistress at No. 21, Lam Cheung Street, for seven years, and according to the child herself, during that time had never been scolded or whipped. On August 11th, a Chinese constable noticed the girl sitting on a bench of the Yau-mat railway station with a man and a woman—the first and the second defendants. On approaching the party the man and the woman got up from their seat and attempted to move casually away. A bundle of clothing was seen to change hands and this was afterwards found to contain the *mui-tai's* belongings. Questioned by the policeman, the child said she did not know the defendants. The lunkong doubted the statement as he had seen the girl in conversation with them. He took all three to the Police Station for examination of their credentials.

Sub-Inspector Patterson was placed in charge of the case and it was disclosed that there had been a conspiracy to get the girl away from her mistress. Apparently the girl had been persuaded by the fourth defendant on a date previous to the 11th inst. to attempt to leave her home and early one morning the *mui-tai* passed down her clothing from the verandah to the woman outside. On August 11th this same woman was waiting outside the house and as the little girl came out to draw water she said "Now is the time to get away; but you must do it quietly—very quietly." On the hillside the first and second defendants were waiting for her. They promised to take her to the theatre, and later on, to her mother in Shanghai. She was given bananas to eat and the third defendant, who is a son of the second defendant, gave her 10 cents to buy sweets. At the same time he threatened her with a stone if she breathed a word to anyone what they were doing. At five p.m. the same day, ten hours after the girl had been persuaded to leave her home, they were arrested at the Yau-mat railway station.

A few days after the incident at the railway station the third defendant (second defendant's son) came to the Central Police Station and laid information against the fourth defendant. She was arrested and she, in her turn, laid information against the third.

All four defendants told Mr. Hamilton they knew nothing about the affair, but, on being questioned, the first could give no reason as to why he should be sitting with the girl at the station, and as to why he should have been holding her bundle of clothes. The second defendant admitted that a jacket and a pair of trousers found in the *mui-tai's* bundle belonged to her, and thus gave herself away. The third defendant stoutly denied the charge and said his only reason for coming to the Police Station was to try and free his mother. The fourth defendant said the girl followed her and asked her to assist in collecting firewood. During the hearing of the case the fourth defendant kept continually muttering. When the little girl was put in the witness box the woman shouted out in Chinese "You die" and if the *mui-tai* could have been killed by a look she certainly would have died. Mr. Hamilton sternly rebuked the woman and fined her \$10 with the alternative of 7 days' imprisonment for contempt of Court and told her if she said anything more he would send her to prison for a month.

In sentencing the defendants to six months' imprisonment each the Magistrate said he was satisfied that they had all conspired to take the girl from her mistress. It was a clear case against the first two defendants whilst he was convinced that the third and fourth defendants had assisted in the conspiracy.

ANOTHER ROBBERY IN KENNEDY ROAD.

Kennedy Road appears to be a favourite haunt of sneak thieves and of late quite a number of European ladies have been molested on this road. The latest case to be reported gives the name of Mrs. Meyer of "Laureston," Bowen Road, as the victim. This lady was attacked at the junction of McDonnell Road and Kennedy Road, shortly after 1 p.m. on Monday. A Chinese suddenly ran forward seized her handbag, made off with it. The bag contained a \$10 bill and a small silver puff-box.

BOATING ACCIDENT.

STEAMER'S BACKWASH UPSETS SMALL BOAT; OLD WOMAN DROWNED.

A small fishing boat, containing a Chinese woman, her son and her daughter, was upset on Monday by the backwash of a Blue Funnel steamer just inside the Lyemun Pass. The son and the daughter were rescued, but the old woman was caught in the tide and swept out to sea and drowned in spite of the efforts of a rescuing party composed of other Chinese fishing boats in the neighbourhood.

ORGANISING CHARITABLE RELIEF.

PROPOSALS FOR CO-ORDINATION IN HONGKONG.

A Conference was called by the Government, on Monday, of charitable organisations in the Colony to discuss means of co-ordinating relief to persons of white race who, from time to time, are stranded in the Colony. From all accounts, there have been an unusually large number of these in recent months. At present the Hongkong Benevolent Society deals with cases, the St. George's and St. Andrew's Society take a hand, ex-service men's organisations relieve men who have seen service in the late war, and the Seamen's Institute, of course, has this problem always at its doors. In addition many religious and other organisations relieve distress.

It was suggested that undesirable sometimes make a round of the various societies and get quite a good haul, so that Hongkong is in danger of becoming known as a kind of "beachcomber's paradise." The decision of the meeting was to appoint a central organising secretary to whom all societies should refer cases sent to them. In the meantime, the wanderers would be accommodated in the Sailors' Home or elsewhere. The Rev. C. T. Waldgrave, of the Missions to Seamen, undertook to fill the position *pro tem*.

The following Societies' representatives were present:—St. George's Society, (Messrs. M. E. F. Airey and G. H. Piercy), St. Andrew's Society (Mr. T. W. Hill), Society of St. Vincent de Paul (Messrs. M. A. dos Remedios and F. H. Barnes), British Legion (Messrs. A. Murdoch and W. J. Hawker), Sailors' Home (Mr. T. Bayliss), Police (Mr. E. D. C. Wolfe), St. Andrew's Church (Rev. G. R. Lindsay), St. John's Cathedral (Rev. H. Copley Moyle), Harbour Office (Comdr. Beckwith, R.N.), the Catholic Mission (Rev. Father Voltaria and Mr. J. P. Braga), Ex-Active Service Men's Association (Messrs. E. H. Wilson and F. P. Franklin), Wesleyan Church and Soldiers' and Sailors' Home (Rev. H. Clouston Porri), Union Church (Rev. J. Kirk Macdonald), U.S.A. Consulate (Mr. W. J. McCafferty), Elena May Institute (Lady Rees Davies and Mrs. Mackenzie), Hongkong Benevolent Society (Mrs. Perkins and Mrs. Cavalier), and the Seamen's Institute (Rev. G. T. Waldgrave).

WEDDING.

LAMARCHE-BROWN.

The marriage took place at the Peak Church, yesterday afternoon, in the presence of many of Miss Louisa Chapin Brown, daughter of Mr. and Mrs. Thomas Bryant Brown, of New York City, and Sandwich, Mass. and Mrs. Henry Finkney Lamar, elder son of Mr. and Mrs. Matthew Lamar, of New York City. The Rev. H. Copley Moyle officiated.

The bride wore a dress of broad white chiffon, with a hat of white crepe de chine. She carried a bouquet of white roses and maidenhair fern. The bridesmaid, Miss Dorothy Morris, wore a dress of powdered blue embroidered georgette with large picture hat of the same and she carried a bouquet of pink roses and maidenhair fern tied with pink and blue ribbons.

Mrs. C. C. Stark, who represented the bride's mother wore a dress of white satin with black lace fringes, and a black hat. Mr. Hugh F. Benson performed the duties of "best man."

After the wedding ceremony a reception was held at the residence of Mr. and Mrs. C. C. Stark, No. 57, The Peak. Later the happy couple left for Reptile Bay where the honeymoon is being spent. The bride's going away dress was of white crepe de chine with floss silk stitching, and a cherry red hat, trimmed with black crepe flowers.

INFANTILE MORTALITY.

RECORD-HOLDING BOMBAY.

At a recent meeting of the Bombay Municipal Corporation a sensation was created when it was mentioned by a member that according to Municipal statistics, Bombay, the second city of the Empire, had recorded the highest mortality among infants under one year of age. Whereas in London in 1921, the ratio of the death of infants under one year, per 1,000 births was 89, in Bombay, the ratio was 686 per 1,000 births. Various national suggestions were made by members for checking infant mortality and the matter was referred to the Medical Relief Committee.

IRRITATED & INFLAMED EYE.

can be directly traced in many cases to the Sanday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Lunel, Fiezel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent manufacturing optical establishment in South China, located in 63, Queen's Road Central, (opposite to the Sui Kee Machine Company—Advt. D66

THE TELEPHONE QUESTION.

THE COMPANY'S REPLY TO THE COMMITTEES' REPORT.

The China and Japan Telephone Co. has forwarded the following letter which has been addressed to the Government in reply to the Report of the Committee of Chambers of Commerce appointed to report on the terms required by the company in connection with the extension of their license.

18th August, 1922.
Mr. A. G. M. FISCHEK, C.B.E.,
C.M.G.,
Colonial Secretary.

I have to thank you for your reply in furnishing me with a copy of Report of the joint Committee of the Chambers of Commerce, on the proposed agreement with the Telephone Co. for extension of its license. I have read this document with care, which to mind discloses no good cause for the undue postponement of the conclusion of the new license.

It is, before calling attention in this letter to its terms, remind you shortly of long drawn out negotiations to which the report is the latest contribution.

Two and a half years ago the Telephone Company, suffering like others both here and elsewhere from the rise in prices consequent on the war, applied to the Government for a reconsideration of the description rates which fixed many of its rates under different circumstances—out of date and had become ineffectual to the present time.

The Government acknowledged that our application deserved consideration, if it was based on facts, and set about enquiring for full information on the subject. In the instance, they appointed Messrs. Bingham and Matthews to acquire full information on the value of the Company's undertaking and the effect of the rates that would return fair reasonable compensation for the services rendered.

These gentlemen pursued their inquiries over a period of more than a year, and although their conclusions led to settlement of the above questions, they made some important admissions which bear closely on the situation.

Answering a question put by you on the value of the existing undertaking, Messrs. Bingham and Matthews stated:

"The work involved in this kind of valuation calls for the services of a technical Telephone Expert, moreover, who specialises in Telephone Construction."

It must be made clear from the fact that it is not the value of the undertaking, according to the books that we are dealing with, and we have taken words 'value of the existing undertaking' to mean the 'present value' of the undertaking, and we have taken it to say what it would cost to construct and establish plant of equal capacity less an appropriate deduction for depreciation.

The Telephone Company based their claim on cost, plus an addition of 100 per cent. representing the increased cost of material and labour as compared with pre-war cost. Enquiries of the Shanghai Mutual Telephone Company, through our Shanghai office, have convinced this increase and other matters connected with Telephone Costs. Further, according to the Report of the Chamber of Commerce on Telephone presented to Parliament in 1920, following statement shows the percentages by which the present cost of main items of the telephone plant exceeds the pre-war average cost, plus an average increase of 204 per cent. over pre-war costs.

Another place in the same Report, adds on the subject of Depreciation:

"The difficulty confronting us is the lack of such allowance, and we are in a position to state what it should be. We have not the necessary technical knowledge to form a scientific opinion. As before stated, the present value is the cost of construction less depreciation."

"The Company, the Government will recognise, is entitled to a fair return for their services, and the rate marked B shows how the rate will fare on the basis of \$100 million." Referring to this \$100 million, it must be noted that it is an essentially rough estimate of the value of the undertaking, the actual value is under \$1,000 million.

Further, the Report announced that Messrs. Bingham and Matthews were unable, for want of expert knowledge, to ascertain the value of the undertaking and on which alone the rate would give a fair and reasonable return could be arrived at.

The Report came into the Government possession, you had gone to where you ascertained that there was a general rise in telephone rates, and the conclusion that the rate of the Hongkong Telephone Co. was not a fair return was reached. It should be noted that the rate of the Hongkong Telephone Co. is not a fair return, but the rate of the Shanghai Mutual Telephone Co. is a fair return.

In the meantime the Colonial Secretary had appointed a local Committee, of which Mr. Marsh was a member, to consider and advise the Government on the question of increased rates. This Committee, like Messrs. Lowe, Bingham and Matthews, found that they had been asked to undertake a task which required technical knowledge not obtainable in the Colony, but notwithstanding this suggested a rate of \$120 arrived at, apparently, on no known basis, but as a midway figure between the old rate and that asked by the Company.

Neither of these reports were of much nature as to guide the Government to a satisfactory decision. They then resolved to seek the guidance of specialists in Telephone Construction, and arranged with the Company to bring one specialist to the Colony, while the Government would bring another, who would confer together and furnish their findings on the amount of the rates and the value of the undertaking. Mr. Cook, one of the best known authorities in London on telephone matters and the assessor to the recent House of Commons Committee appointed to enquire into the subject of London rates, was invited by the Company, and Mr. Cole, the General Manager of the Shanghai Telephone Company, was invited by the Government to visit the Colony for the above purpose. These gentlemen in due time agreed on a basis for arriving at a revised schedule of charges to replace the one which the war conditions had thrown out of perspective, and presented their new schedule to the Government as jointly agreed on and recommended for adoption. The Government thereupon adopted it, and introduced the schedule in the draft agreement, which was mainly drawn up by Mr. Cole, and you, after consultation with H.E. The Government authorised the publication of these new rates. It is true that, although no one seriously contemplated the postponement of the Agreement, it was mentioned that should anything befall its due completion the notification would not be in the meantime take effect. The scale of charges, which at long last been arrived at by experts who knew their business and was accepted by the Government and the Company. The rates question was regarded on both sides as a closed book.

On the valuation of the undertaking the appraisers differed. Mr. Cook certifying the reconstruction cost at \$236,280 and the present day value i.e. after allowing for depreciation at \$270,987. Mr. Cole on the other hand valued it at \$210,937. You thereupon sent for the appraisers and asked for an explanation of their difference.

Mr. Cook represented that the valuation which had been prepared under his supervision and carefully checked by him had been conducted on a sound basis which he was prepared to defend in a witness box, whereas the basis of Mr. Cole's valuation was open to attack as departing from standard practice based on legal decisions. Mr. Cole is understood to have said that his figure of \$210,937 was a sum on which he thought that negotiations between a willing buyer and a willing seller might be based. You eventually approved of Mr. Cook's figure, as being in your judgment the right one, and this you announced to the Chamber of Commerce when you recently met them to explain the agreement which contained Mr. Cook's figures and which the Government were ready to conclude with the Company. At the termination of the meeting the Chamber of Commerce proposed the appointment of the present joint committee to consider and report on the Draft Agreement, a proposition in which you acquiesced. This Committee has, after a lapse of two months, sent in their report and with some of its details I propose to deal *seriatim*.

Part I., Clause 5.—The Hongkong and Kowloon Exchange Plants and the Subscribers' Station Plant were especially designed for use in this humid climate. The plant is of standard design and exactly the same type as at present manufactured by Messrs. L. M. Ericsson for installation in conjunction with new systems elsewhere. Within the last two years the Hongkong Exchange plant has been added to the extent of one third of its present capacity. After the installation of the new system now necessary to provide greater capacity, the present exchange plants would be used for smaller exchanges in outlying areas, during development. Many of the present exchange plants are of the obsolete type and are suitable for use on the Central Battery System, the Magneto instruments which are not of the standard type would be used in the development of outlying areas. The cables and other outside plant are of the best design and construction and are entirely suitable for use with the Central Battery System. Therefore, the statement that the system is a great extent obsolete is erroneous. Full allowance for depreciation has been made in respect of the plant in Mr. W. W. Cook's valuation.

Part I., Clause 6.—If Mr. Cole's valuation is based on the replacement values supplied by the Company, it must be assumed that he approved of and made these values his own. It is difficult to understand the clause "He" (Mr. Cole) considers that \$210,937 represents the present value of the undertaking sold by one owner to another. The Reporters do not indicate where and when Mr. Cole said this, and I venture to think that Mr. Cole has been misunderstood, for such a statement means that he followed no legal basis of valuation at all. The clause within brackets introduced by the Reporters "with presumably an extension of license and powers to increase rates," indicating thereby that part of Mr. Cole's valuation of \$210,937 is to be attributed to anything outside the actual land, buildings and plant, is unsupported by anything within the knowledge of the Company, and unless it appears as a definite subject of valuation in his report the presumption has no warrant.

Part I., Clause 7.—The Reporters are in error in understanding that the Company's valuation of \$270,987 is their idea of a fair value for the undertaking transferred from one owner to another as a going concern (with presumably an extension of license and powers to increase rates). The valuation is as described in Mr. Cook's schedules and certificates, which include nothing for a going concern, nor the extension of license. Mr. Cook was never asked or expected to take these into consideration in his valuation of the plant, as the text of his schedules and certificates proves.

There is no amount of depreciation estimated as necessary for the new company. The Draft Agreement provides for depreciation and reserves of a percentage not exceeding 8 per cent. The words in the Draft Agreement are not "amounting to," but "not exceeding," 8 per cent. depreciation, quite a different thing.

The 8 per cent. depreciation is an average figure which would not apply to every item of the plant individually. In the case, for instance, of Steel Poles, the depreciation is slow and the residual value high (40 per cent. after 25 years' life), in the case of another item of the plant—Storage Batteries, for example—the depreciation is rapid (about 14 per cent.) and the residual value nil.

This exemplifies the error into which non-experts may fall when dealing with matters of a technical character.

Part I., Clause 8.—The Company contend that the increased rates are already much overdue, and that as no interruption is to take place in the service during the period of transition from one system to another, and the working costs will be increased during this period, there is no reason for postponing the increase which it is contended should have been granted to them two years ago. If Mr. Cole, subsequently to the publication by the Company of the proposed new rates, suggested that they should only come into force 2 or 3 years hence the suggestion was not communicated to the Company, and indeed such a suggestion would be inconsistent with his actions and with the terms of the Draft Agreement in the preparation of which he was the chief mover. No such suggestion was ever made when Mr. Cook and he agreed upon the scale.

Part I., Clause 9.—The Company is not able with present rates to earn a fair return on the Capital necessarily employed in rendering the service, and it is, of course, upon this Capital that the rate should be based, indeed for rate making purposes, an additional sum for the "going concern" is generally admitted. The profit referred to in 1921 was \$15,928 in London which was equivalent to something under 3 per cent. on \$280,000.

Part I., Clause 10.—The dividends payable to the Company since its commencement in 1883 are as follows:—

1883-1903	Nil.
1907-1914	5% on \$14,761.
1915-1921	10% on \$30,761.

The true Capital has risen until it is now \$250,000, and the number of subscribers' stations has grown from a few hundred to 6748. It is apparent also that the value of the service to each subscriber has thus increased immensely since the \$10 rate was first introduced.

Such divisible profits as were earned over the above dividends were put into the business. Had the Capital been increased by new issues from time to time, a less dividend even than the above would have been paid on the larger capital. The Company is, and always has been, a private one owned by the Oriental Telephone and Electric Co., Ltd., and seeing it had no outside shareholders, it was not called upon to periodically bring its true Capital into accord with its share Capital. If a new telephone company were formed to set up business in Hongkong, it would cost them, according to Mr. W. W. Cook, \$236,280 for the reconstruction of the present establishment, and upon this \$236,280 reconstruction price a return would have to be made to the shareholders, yet the Committee expects a dividend on \$280,000 the ascertained value of the present undertaking.

Whether part of the Capital is value of buildings necessary to the Company's business, or from a rise in the value of the plant, is as the Committee says it would be for the Company to decide to have its rates fixed on a depreciated Capital. It must be allowed that had the plant depreciated in value, say to half of its cost, the Company would not be justified in valuing its property for rate-making purposes at its original cost. The same principle of course applies to its property, has appreciated.

The method which Messrs. Lowe, Bingham and Matthews claim to be the right one in valuing an undertaking, namely what it would cost to construct and establish plant of equal capacity, less an appropriate deduction in respect of depreciation, is the course pursued by Mr. Cook. The "cost price" or "the money invested" had rightly no place in arriving at the present value.

Part II., Clause 5 (a).—The existing Company will retain an interest equivalent to what it brings in to the new company side by side with the local subscribers whom the Company hope will be ready to co-operate as Directors and Shareholders.

(b)—Has no relevance to the present situation.

(c)—This is doubtful.

(d)—The fall of prices, such as it was, was allowed for by the appraisers up to March when the valuations were made. The London Committee recently reporting on the rates there saw no likelihood of any material fall during the next 3 years.

(e)—Mr. Cook's valuation was based, as he says, "on a sound basis which I am prepared to defend in the witness box, based on legal decisions." His certificates indicate that it followed the course approved by Messrs. Lowe, Bingham and Matthews, namely reconstruction cost less depreciation.

I know of no difference between the basis of valuation in case of the National Telephone Company and that adopted by Mr. Cook in the present instance. The system known as the Tramway Terms i.e., property and plant at valuation, plus 10 per cent. for compulsory sale, and plus goodwill, was the one applied to the present case without any addition for goodwill, going concern or compulsory sale. It is not yet known what the depreciation will be in the future, except that by the Agreement it must not exceed 8 per cent.

Part II., Clause 5.—The property from its situation is necessary for the business, being situated in or very near to the Telephone Centre. It is proposed, in erecting the new building, to add two floors for public offices which would be left until the time arrives when the whole of the building might be necessary for the business. This should be a source of revenue to the Company.

Part II., Clause 6.—The new subscription rates have been the subject of careful consideration and of agreement by the two Experts, both of them specialists in this connection. The Committee seems to have made no calculation to justify the schedule of rates they propose in substitution of that of Messrs. Cole and Cook. They simply allege that the subscription rates "are too high," and the Committee put forward the figure of \$34.00 instead of the existing \$10 thus lessening instead of increasing the average rate which the \$10 has until lately produced. During the years 1905-1917 the \$10 subscription produced from \$113,000-\$50,000 per annum for service within one mile of the exchanges.

It is to be observed that the Committee, although showing a great desire to escape from Mr. Cook's valuation of the property and plant, avoid committing themselves to any other valuation.

Part III.—The Committee's recommendation that the Government should install a system of its own to be in working order by 1930, at once gives rise to the question, why, if Government ownership and administration are desirable, and if it is an assured thing that in their hands the rates could be brought below those agreed on by the Experts, and if the Committee believe that the Company is earning large profits, and that these profits in the hands of the Government would result in lessening the rates and giving a fair return on the Capital employed, why does the Committee not recommend the purchase now of this profitable concern?

Is it because an immediate consideration of such a transaction would press home the fact of the real value of the undertaking, on which rates have to be based, and a fair and reasonable return obtained?—I have the honour to be, sir, Your obedient servant,

G. PARKER NESS.

HONGKONG BUSINESS-MAN'S AWFUL DEATH. CARVED INTO PIECES AND THROWN INTO RIVER.

According to the vernacular Press, Mr. Chui Chik, manager of the Kwong Tuck Cheong Dock at To-Kwa-Wan, has been put to death in a most inhuman manner. He was also Works Superintendent to the Kwong Nam Dock Co. in Canton and was intercepted while crossing the river and detained on board Sun Yut Sun's ship, the *Wing Fung*. This happened about two weeks before Dr. Sun's departure and it is a well-known fact that his relatives made every effort to secure his release. He was accused of being implicated in the attempt to blow up the *Wing Fung* by a floating mine which exploded near the U.S.S. *Trocy*. After many days confinement he was removed to the *Tao Yu* where he is said to have confessed to Chui Chik his share in the attempt. The present report states that he was taken on board a launch and put to death. His body was cut into four pieces and thrown into the river. His relatives have issued a reward for the recovery of his remains.

Mr. Chui, who was only 33 years of age, was educated locally at St. Stephen's College and was regarded as a good man in his profession. He leaves several brothers, who are mostly in business in Hongkong, and a wife and family to mourn his loss.

LANE, CRAWFORD, LTD.

French Plums	in bottles \$1.00 & 2.00
Marron Glace, Fresh	per doz. 1.20
"Cresca" Table Figs	per bot. 1.50
"Fard Dates	1.75
Stuffed Dates	2.35
"Prunes	2.35
Mixed Crystallized Fruits	2.50
Crystallized Cherries	2.50
Caviare, Russian	per jar 3.75
Norwegian Lax	per tin 2.10
Hummel's Pate de Foie Gras	No. 10, 4.50; No. 12, 3.50
"Naturat Foie Gras	per tin 4.00
Anchovies in Oil	per bottle .90, 1.40
C. & B. Spanish Olives	1 pt. 60, pts. 1.00, qts. 1.65

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES,
ICE CREAM SODAS,
ALL FLAVOURS,
BEST SERVICE. HIGH QUALITY.
LOW PRICES.

LANE, CRAWFORD, LTD.

SHORTEST BABY GRAND

BY COLLARD AND COLLARD

(EXPERTS IN TROPICAL
CONSTRUCTION)

ANDERSON'S

Powell Ltd

TELEPHONE 3148.

GENTLEMEN'S PYJAMAS

We have always a large selection of these goods in LIGHT and MEDIUM WEIGHT CLOTHS. Being Tailor-made satisfaction is assured.

New stocks just received, in "Cotella" Matt. Mercerised Cotton, Taffeta, Silk and Wool and Spun Silk.

A visit to
No. 10 ICE HOUSE STREET
will repay you.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB

THE FOURTH NIGHT FETE will be held on WEDNESDAY, the 30th inst., commencing at 9 P.M.

PROGRAMME

- 1.—220 yards Scratch Race (Initiation)
- 2.—Diving on Pier Interport Conditions
- 3.—Team Race 6 inside Interport at The Reef
- 4.—Boys' 3 Lengths Handicap
- 5.—Girls' 3 Lengths Handicap
- 6.—Ladies' 3 Lengths Handicap
- 7.—Members' 4
- 8.—Water

Entries to be sent to the Hon. Sec. V. R. C. not later than 8 P.M. on Tuesday, 24th inst.

A. McKIRDY
Hon. Secretary

THE HONGKONG JOCKEY CLUB

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held in the Jockey Club Rooms, Hong Kong Club Annex, on MONDAY, September 11th, 1922, at 7 P.M., for the purpose of considering the Resolution passed at the Extraordinary General Meeting held on the 13th March, 1922, August, 1922, empowering the Stewards to carry out certain alterations to the Jockey Club premises at the Race Course.

GREEN ISLAND CEMENT CO. LTD.

NOTICE

AN INTERIM DIVIDEND of 50 cents per share (50 cents) has been declared for the half ending 30th June, 1922. Such Interim Dividend will be payable on and after MONDAY, the 11th September, 1922, at the office of the Company, where shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 30th August, 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE M/S

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of August, 1922, will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas on the 26th of August, 1922, at 10 a.m.

All claims must reach us before the 29th of August or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by MANNERS & BACKHOUSE, LTD., Agents.

CLEARANCE SALE

OF SHOP-SOILED

NOVELS

AT PRICES UP TO

\$1.00

AT

11, Beaconsfield Arcade.

MRS. HAN INOKUCHI

TELEPHONE K 754.

No. 21, ARBURY ROAD, KOWLOON.

Back of STAR THEATRE

CERTIFICATED EXPERT MASSAGE

(HAND AND ELECTRIC),

ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT. [1197]

TO-NIGHT AT

THE CORONET

WHITE HANDS

WITH

HOBART BOSWORTH.

KOWLOON THEATRE.

THE JUNGLE GODDESS.

SHOWS 7 & 8.

INTIMATIONS

NOTICE

THE ROYAL HONGKONG GOLF CLUB

FANLING

ALL Unclaimed Bags of Golf Clubs, have now been REMOVED from the Caddie Master's House to Store-rooms.

Any information regarding same can be had from the Superintendent.

By Order,
PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers. [1383]

G. R.

NAVAL YARD POLICE WINTER UNIFORMS

SEALED TENDERS for the supply of and making up Winter Uniforms for Police in H.M. Naval Yard, Hong Kong, will be received by the Victoria Harbour Police Officer, H.M. Naval Depot, Kowloon, until Noon, on MONDAY, the 28th August, 1922, from which time the Tender and the necessary information may be obtained on application. The right to reject the lowest or any tender is reserved.

H.M. NAVAL DEPOT,
Kowloon. [1382]

CROISSANT

WORLDWIDE PORT ISLAND was SWAMPED. Tenders wanted for the purpose of the Government and Engineer's Office.

ANDERSON & MATHESON & CO. LTD.,
HONG KONG. [1389]

ELMAN & CO. LTD.,
HONG KONG. [1389]

S.S. "SHANTUNG"

DRIVEN ASHORE AT SWATOW

Exp/3rd AUGUST.

CONSIGNEES of Cargo on the above steamer are hereby notified that in consequence of General Average Expenses and/or Sundry Charges on cargo having been incurred, they will be required to sign an Average Bond at the office of the Underwriter and to pay a deposit of 8% on the value of their cargo before delivery can be granted. Cargo will be forwarded to Hong Kong per s.s. Ningpo or other Company's steamer. Messrs. Goddard & Douglas have been appointed to survey all damaged cargo.

BUTTERFIELD & SWIRE,
(John Swire & Sons, Ltd.),
Agents,
CHINA NAVIGATION CO. LTD. [1389]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

By
PUBLIC AUCTION

IN ONE LOT

On

MONDAY,

The 18th Day of Sept., 1922, at 3 O'CLOCK P.M.

Messrs. LAMMERT BROTHERS,
At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hong Kong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of said Section A of Inland Lot No. 2168 being a scabbling lane. All of which piece is held for the residue of the term of 25 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vaux Road, Central.

and
Messrs. LAMMERT BROTHERS,
Auctioneers. [1387]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN

FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Eczema, Giddiness, Stomachic, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge \$3.00

Visiting Fee 5.00

Consulting hours 9 A.M. to 12 Noon.

3 P.M. to 6 P.M.

J. B. LAL.

c/o KING EDWARD HOTEL,
Room No. 48. [1388]

ON SALE

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, July to December, 1921.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press.

NOTICES TO CONSIGNEES

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "BENVORLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 16th August, 1922. [1350]

NOTICE TO CONSIGNEES

The Steamship "TRACIA"

FROM TRIESTE, VENICE, BRINDISI,
PORT SAID, MASSANA, ADEN,
COLOMBO, BANGALORE AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before the 1st inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd prox., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LTD., Agents.

1377

S.S. "AMAZONE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remained un-timed after the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 24th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD,
Actg. Agent,
Hongkong, 18th August, 1922. [1386]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TI.

LOST. JACQUELINE BAY-A FOX

TEARER (dog). Ears permanently cropped and forefeet. Answer the name of "Jip." Please communicate with BAUNSEN, MEN & CO. (CHINA), LTD. Handsome reward offered. [1328]

WILL one party to an accidental ex-

change of building kit at Stonecutters' on Saturday, August 19th, please communicate with the other party, Box T.W., c/o Daily Press Office. [1327]

THE I.O.S. each Bookkeeping, single and

double entry, Auditing, Accountancy, etc., and guarantees to fit students for necessary examinations. For free booklet write to P.O. Box 485. [1324]

FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply. W. C. HUMPHREYS & Co. [1381]

FOR SALE

STEAM LAUNCH. Dimensions, Length Overall 68 ft., Beam 10 ft., Depth 5 ft. 7 inches. Hull of Hardwood, underwater with Teak top, sides & deck. Frames of Ipoh. Engines 41" x 15". [1389]

Boiler 4 ft. 9 inches dia., 6 ft. 6 inches long. Speed 8 knots.

For further particulars apply to P.O. Box 474, Hongkong. [1389]

INTIMATION

DEWAR'S

"WHITE LABEL"

SCOTCH

WHISKY

OF

World-wide reputation for quality, character and fine flavour.

AGENTS:

A. S. WATSON & CO. LTD.

Wine & Spirit Merchants.

ESTABLISHED 61 YEARS.

HONGKONG OFFICE: 104, DES VAUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, August 23rd, 1922.

TELEPHONE CONTROVERSY.

"We are sure we shall be giving expression to a very general sentiment when we say that the community is greatly indebted to the Hon. Mr. A. R. LOWE, the Hon. Mr. CHOW SIU SOX, Mr. CHOW TAY NIN and Mr. F. B. MARSH, for the painstaking investigation they have made, as a joint Committee of the European and Chinese Chambers of Commerce, into the case put forward by the China and Japan Telephone Co., Ltd., for the starting demands they are making on the Colony in connection with the renewal of their license. The Committee come to the conclusion that the subscribers are quite justified in characterising the conduct of the Telephone Company as "grasping" and they make recommendations which fall far short of the Company's expectations. They go to the extent of recommending that if the Company do not accept the terms suggested, the present licence should be allowed to expire, and that a modern system should be installed by the Government to supersede the existing system. Mr. PARKER NISS, Vice-Chairman of the Company, who came out from London some months ago to arrange the new contract, has promptly furnished the Government with his criticisms of the Committee's Report, and as these criticisms have been communicated to the Press for publication the public have the points of the controversy fully before them. It will baffle most people to decide some of them. The Committee's Report, for example, tells us that Mr. COLE, the expert whom the Government called into consultation, refers in his Report to the plant in both exchanges as being obsolete. Mr. PARKER NISS replies that "the statement that the system is to a great extent obsolete is erroneous." Is the opinion of the expert

to be taken, or the word of the Vice-Chairman of the Company? Mr. PARKER NISS in his letter exhibits great respect for "non-experts" but where his own opinions conflict with the opinion of the experts he is apparently prepared to throw the expert overboard.

That, however, is one of the minor details. It is interesting to see how Mr. PARKER NISS meets the argument in paragraph 10 of Part I. of the Committee's Report which forms the crux of the dispute. The Committee say:

"10.—During the past 17 years (first balance sheet produced, 1905) the Company has made \$200,000 in Hongkong, subject to London Office expenses and depreciation. The Capital in 1905 was \$147,761, and \$25,000 was added in 1910, making the present capital \$232,761, on which dividends (free of tax) have been paid amounting to \$28,773. The present capital works out to the equivalent of capital put in plus 12 percent per annum compound interest (less dividends paid out). For a public utility investment, 12 percent is above the average and, if the reserves and carry forward of \$20,000 are intact, the shareholders may be considered exceedingly fortunate. In effect, on the basis of forming a local Company, and taking advantage of a virtual monopoly, the Company is now seeking by a stroke of the pen to further increase the value of the undertaking by \$125,000, representing an increase of 53 percent on the original capital."

Mr. PARKER NISS replies to this that for twenty-three years after the Company commenced business in Hongkong (1889-1905) no dividends were paid, that from 1907 to 1914 a dividend of 5 percent per annum was paid on a capital of \$147,761, and from 1915-1921 the dividend was 10 percent on \$230,761. But the true capital, he says, has risen until it is now \$280,000; that such devious profits as were earned over the dividends paid were put into the business, but the Company being a private one owned by the Oriental Telephone and Electric Co., Ltd., and having no outside shareholders "it was not called upon to periodically bring its issued share Capital into accord with its true Capital." This is not convincing seeing that the Company increased its capital in 1910 by \$25,000. It is for the public to make what they can out of these statements which have the appearance of evasions.

An important point is whether \$280,000 represents the true capital of the company without a presumption of an extension of the licence. On this there is a sharp conflict of testimony in the two documents now before the public. Mr. PARKER NISS questions the authority of the Committee for saying that Mr. COLE considered that \$210,837 represents the present value of the undertaking sold by one owner to another "with presumably an increase of rates." Mr. PARKER NISS says that unless this appears as a definite subject of valuation in Mr. COLE's Report, the presumption has no warrant. There should be no difficulty in settling this question. Mr. PARKER NISS leaves us to suppose that even if there were no presumption of an extension of the licence, the "scrap value," if we may so put it, of the Company's plant and buildings would be \$280,000, although the latest balance sheet of the Company exhibits a share capital of only \$232,761 and a loan capital of \$42,500. But even assuming, for the sake of argument, that the facts are as Mr. PARKER NISS represents them, we cannot see the justification for immediately imposing on the public the greatly increased subscription rates which are set forth in the draft agreement, before the Company has done anything to improve the service. In effect the telephone subscribers are being required to provide the capital for the improvements which are in contemplation. In Part II., paragraph 2, of the Committee's Report, it is made strikingly clear. "As a matter of fact," it says, "in 1921 the sterling income, at new rates would have amounted to \$180,000 and, if the proposed new rates had been agreed to, so large an increased income would have resulted as to necessitate little, if any, new capital being required." No further argument, it seems to us, is needed to commend the graduated scale of increased charges which the Committee recommend. Mr. PARKER NISS's complaint that the Committee in putting forward the figure of \$84, instead of the existing one of \$10, "thus lessening instead of increasing the average rate which the 210 has, until lately, produced" will not bear examination. \$84 and the

progressive increases up to \$120, which scale provides for would, at the present rate of exchange, suit the book of London Company better than the \$55-\$113 at the exchange ruling between 1905-1907—a much lower rate at all events.

The tramway service at Canton has now been resumed.

The Green Island Cement Company announces an interim dividend of 50 cents per share for the half year ended Jan. 30th.

English will take the place of Spanish in the lower house of the Philippine legislature when the next session is convened on October 15th.

An accident occurred at the Government Quarry at Tait Tze Nai on Monday when a Chinese had his right arm cut in some revolving machinery. The man was sent to the Government Civil Hospital.

A Chinese was killed in a motor accident at Causeway Bay on Monday in attempting to cross the road in front of a motor car. No 506 he was knocked down and rendered unconscious. He died on his way to the Government Civil Hospital.

It is understood that the Hong Kong & Kowloon Wharf and Godown Company (Shipping Settlements) for \$1,300,000 is in a position to make arrangements with the Government for the purchase of the S.S. "Shantung" and the S.S. "Shantung" for the purpose of shipping lines in connection.

Captain E. J. Watson, a well-known Singapore pilot, sustained a broken arm and some nasty surface wounds in a collision between his motor car and tram. He was on his way to the Tan Pagar docks to take a vessel out, but to be taken to hospital instead.

The health return for the past year shows five fatal cases of plague (Chinese); three cases of enteric fever (Chinese one Indian), of which one fatal; one fatal case of puerperal (Chinese) and one non-fatal case of diphtheria (British). Two Chinese from influenza.

Mr. S. Morreghard, Chief Officer of motor-ship *Indien* has reported that between the hours of 10 a.m. and 12 on the 21st his cabin was entered by his absence and \$97 in notes, a Smith Watson revolver, a watch and a watch containing two notes of 1,000 marks were stolen from an unlocked drawer.

Mr. M. B. Lendrum, of the Yokohama Specie Bank, has been promoted to the position of accountant at the Bank's office in Lyons, and with Mr. Lendrum and children leaves Yokohama on September 1st by the P. & O. *Yamato*.

Lendrum first came to Japan seventeen years ago, and went home to join up during the war, returning Yokohama on being discharged.

The P. & O. *Yamato*, which was loading cargo in Madras, broke her mast while a case weighing twenty tons and containing a costly engine the Madras Electric Supply Corp. was being unloaded. The foremast was unable to withstand the weight, gave with the result that the Port authorities engaged a number of who succeeded in recovering the vessel sailed for Calcutta, where the foremast has been replaced.

When an old Chinese was asked by a Magistrate (Mr. Lindell), why he did not attempt to commit suicide in his own country "and come to Hongkong to do so, he said his business had failed in the country and he had come to Hongkong to make a new start. His new venture was not a success; so he put an end to his existence. He said he did not understand the tone of the Colony. The Magistrate pointed out that the laws against suicide were the same all over the world. He bound the man over for a month in a personal bond of \$100.

Singapore is to make its own and the Elksay Match Factory, in Macao Road, off Balestier, a full account as far as the loss of the machinery and accessories earned and is turning out match great success, says the Singapore Press. Mr. Lee Kim Sui, the entrepreneur of High Street, who diploma at the Malay-Borneo Ex for his latest cups and ornaments work, and who gives the of his name to word, "Elksay the owner of the factory, while C. Evans, who has had a career match-making for the last 45 years, is the man who made the trade from the time when made by hand, is the expert establishment.

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.

A Car for every occasion!

If you are in need of a Car and live in Hongkong, Call at 24, Des Vaux Road or Phone 482 or 3552.

If you live across the water call at 26, Nathan Road or ring K. 226.

A DRAGON MOTOR CAR

will promptly be at your Service.

There are 5 and 7 Passenger TOURING CARS of the following makes, "MARMON" "HUDSON SUPER SIX" "CHANDLER" "ESSEX" and "DODGE," and in addition, 5 Passenger SEDANS.

Every Passenger in a "DRAGON" CAR is insured against accident.

Dragon Motor Car Co., Ltd.,

HONGKONG AND KOWLOON.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN

SOLE AGENTS.

MITSU BUSSAN KAISHA LTD.

HONGKONG.



PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL KIMMAY.]

PARIS, July 17th.

Whereas dressmakers have been and are still condemned to a régime of "chemise" type of dresses on which to exhaust their imagination, milliners are allowed full scope for theirs. No one type of hat has been decreed irrevocably as the one and only type which women of fashion may adopt if they want to dress according to the latest dictate. Milliners, therefore, are as free as air to design whatever type of hat appeals to them, and, in consequence, Paris shops, Paris streets and Paris smart places of rendezvous are the Bois and elsewhere are gay with thousands of original models, each one, by some miracle of changing thought on the part of their designers, totally different from the other.

If there does exist a form that one sees more frequently than another it is the one the French call a "capeline." This is a quite plain shape with a small crown and a wide oval brim inclined to droop all round. For a long time past the crown of such a shape has been close fitting and peaked up in front, but this has become too much the common property of the multitude, so slight modifications are to be seen: "capelines" are now made with straight crowns as though a few inches of narrow stove-piping had been added to the brim, and the severe straight line of this is softened to some extent by the addition of a top piece slightly dome-shaped, or else there is a flat top piece and the straw is pinched so as to form a guttering all the way round. Another modification is the bowl-shaped crown that is squashed down on the right side so as to break the line.

These "capeline" shapes are made in all straws, but they are never so becoming as when made of light, semi-transparent straws, such as crinoline, timbo, etc. They are not wired, except at the edge of the brim, and they are bound with a narrow strip of silk "bourdalou" (extra strong silk corded ribbon) of the same colour as the straw. In the past they have been fairly wide—more than half-a-yard from the tip of the side brim to the other—but, following the general tendency towards big hats, they have grown also in size lately. The trimming is a very simple matter. The more popular method is to take a mixture of tiny flowers, berries, fruit and leaves and lay them round the base of the crown in what military technicians would call "close formation" the mass is slightly raised in front if the crown is of the peaked variety, but otherwise, there is no other variation and no addition of ribbon or other form of trimming. A garland of big flowers, such as chrysanthemums, roses, lilies and so on, is another method of trimming hats of this type. Another is the "bourrelet," or thick roll. This is made by ducking ribbon on to a cylindrical roll of stiff buckram about half-an-inch diameter; one, two or any number of these rolls are then placed on top of each other round the base of the crown, and the ends of the ribbons, with which each roll is covered are allowed to flow out on the right side, at times reaching down over the brim. When several rolls are used, each one is in a different shade of a certain colour. Browns and yellows mixed this way create a good effect, likewise, purples and mauves. Another effective idea is to make a straight roll of black satin or velvet and then twist over it, at intervals of a couple of inches, a strand of bright jade, cerise or royal blue. A later development in the idea of two pieces of material twisted together and laid round the crown is that of the plait. This is ever so effective, whether carried out in one colour or several. The latest idea to make its appearance is that of a handkerchief or figured silk handkerchief as a trimming. This is smart, because it is simple and effective, and it is also "dresy" because it can be made to look so by choosing a bright, rich-looking handkerchief. This is laid on so that two of the four corners come together and are tied at the back of the crown, and the other two placed vertically in front; the handkerchief at this point is crushed together so as to look like a tightly-drawn ribbon round the hat, and the two corners are drawn out so as to constitute a peak at the top and a peak at the bottom; sometimes this peak idea is carried out on the side, instead of in front, of the crown, in which case, the other two corners are knotted together on the other side. In any case, the handkerchief is drawn so tightly that it looks as though it had been pasted on the hat, or else as though it and the straw were one. Paisley designs are very popular; so, also, are any handkerchiefs in yellow shades, showing a touch of some other bright shade—red, blue or green.

Some milliners having grown tired of these plain, wide-brimmed "capelines," have begun to turn up the brim and twist it into different fantastic shapes. The favourite idea for the moment is to take the back brim and turn it completely back in one or a couple of folds; another is to take the side brim and treat it in the same way; or, else turn it straight up off the face, catching it down on to the top of the crown again; still another is to slit the brim and roll back each edge.

The lace hats and the mantilla-hats which made their appearance at the Grand Prix are not seen very much in the streets of Paris, but they abound at all the fashionable restaurants, hotels and private functions. At a fashionable wedding celebrated this week, nearly every second guest wore a hat of this type, and even the bridesmaids wore hats of silver lace showing a mantilla effect that hung down at the back.

Apart from the flowers which always make their appearance as a trimming during an all-too-brief European summer, there are ostrich plumes for those who care for such luxuries. Ostrich plumes in their new state, however, resemble less feathers than fringes; there is never the stalk of

(Continued at foot of next column.)

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FISH.

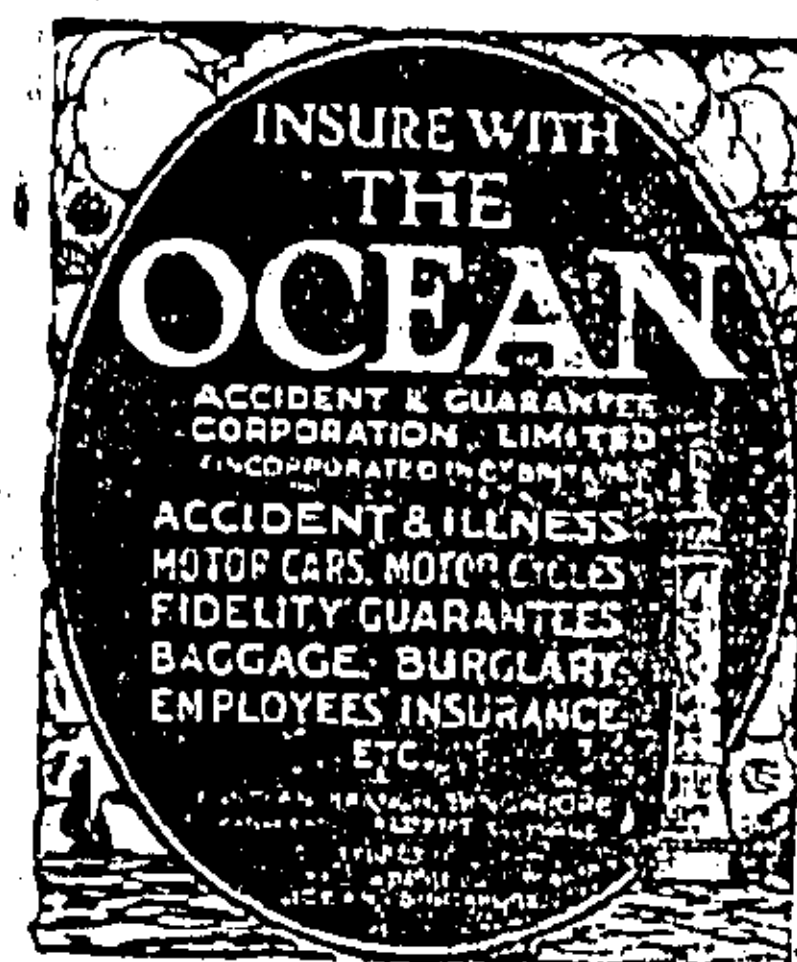
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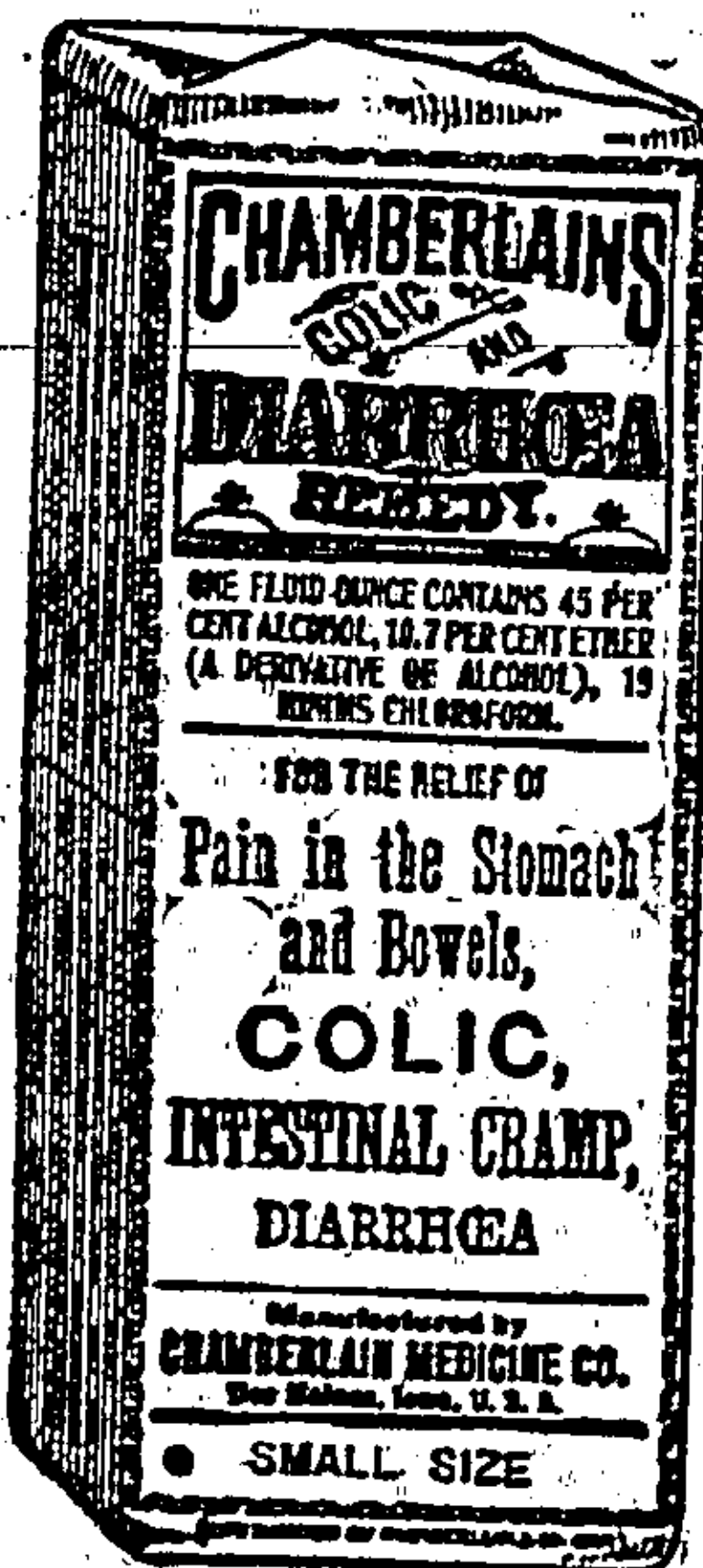
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the feather to be seen, and they are never laid on in a single piece, the finest whim being to string the plumes along on a cord like a length of fringe and then encircle the hat with this, allowing any quantity of it to droop over. Fringes of ostrich plumes of this description are also being used as a trimming for coats and capes, quite an effective model at the Grand Prix being a white-silk cloak jacket trimmed round the hem and the sleeves, with black ostrich plume fringes.

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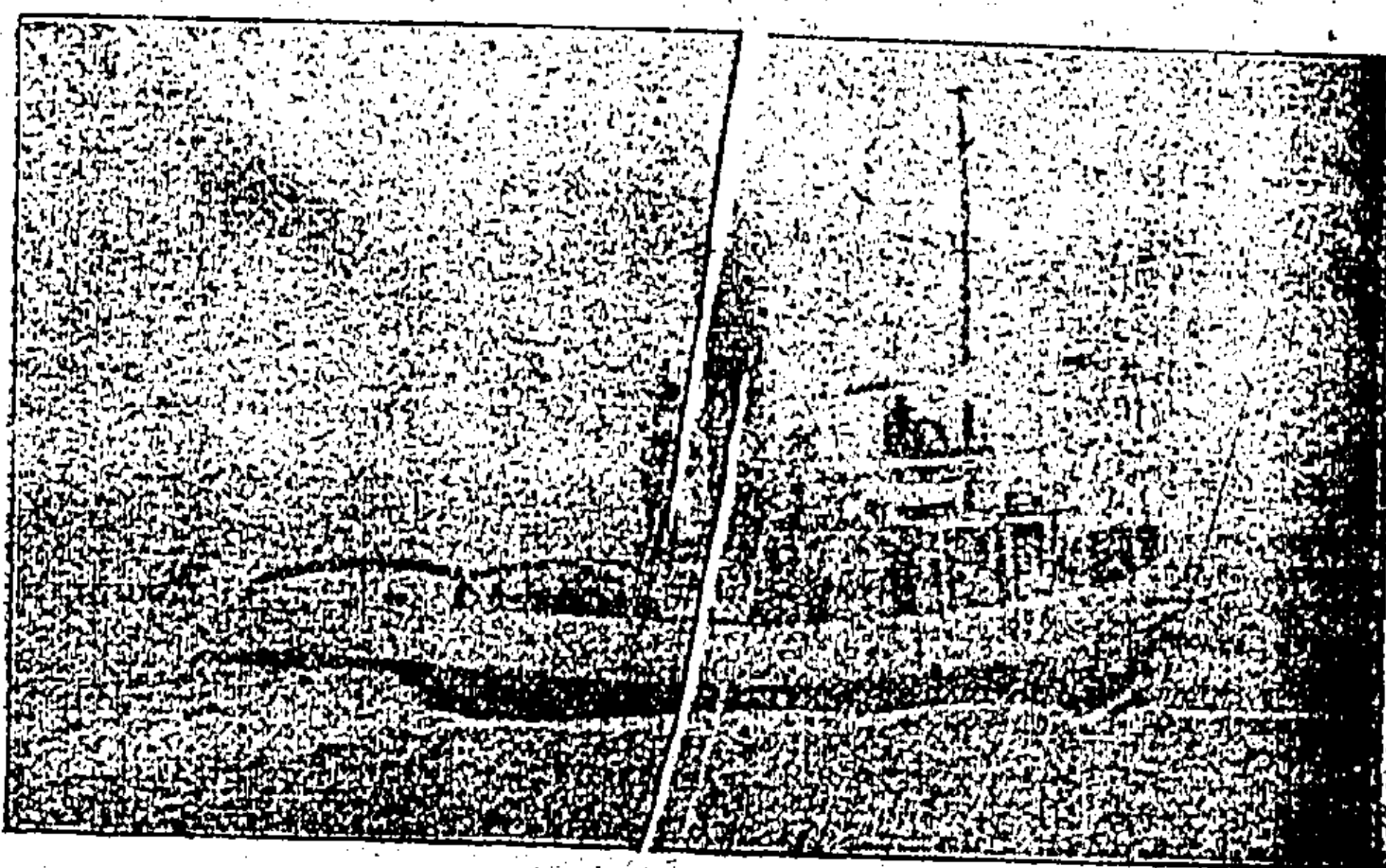
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"SEMILAN"	Amsterdam, Rotterdam, Hamburg & Bremen	31st Sept.
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Oct.
"OOSTKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.

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GERMANY'S TASK.

LORD CHANCELLOR'S HOPE.

FINANCIAL DIFFICULTIES.

Lord Birkenhead was the guest of the Australian and New Zealand Luncheon Club at the Hotel Cecil, London, on July 19th. Sir Joseph Cook (High Commissioner for Australia) presided.

The Lord Chancellor, in the course of his speech, said they might leave to the censure of the world those nations upon which would always be placed the guilt of the crime which had very nearly destroyed civilization; but having done so, and having won, as they had won, a victory which must be pronounced the greatest victory which had ever been won by British arms, their next duty was to see that they did not hand down to their posterity a chapter of withered laurels. What posterity would require, as they themselves required, was a world in which they could live and in which they could afford to their children a means of decent subsistence. Britain indeed would be the victor and valiant laurels if by lack of sympathy, understanding, and initiative they who won the war failed to take the necessary steps to effect such a reconstruction of Europe as would make trade possible to a Europe that would perish unless trade was restored.

It did not become him, who could not claim to possess special knowledge, to speak with authority of the present situation in Germany, but of this he was quite certain, that they would never restore civilization to Europe, they would never fully restore prosperity to Great Britain, until in one way or another it had become possible for Germany to make a contribution which that very remarkable, instructed, and sophisticated people could make to the peoples and commerce of Europe. Whatever other qualities the Germans possessed it had never been disputed that they possessed the qualities of business organization, industry, and discipline. He affirmed plainly his own view that Germany would not be able to play that part, which was as indispensable to Great Britain as it was indispensable to herself, in the existing financial situation of that country.

He had never associated himself with the view of those who boldly stated that the depreciation of the mark was brought about as the result of calculated German subtlety. It might be the result, and he had no doubt it was the result of a financial policy which was unsound, but he was one of those who always noticed the extraordinary difficulties amid which Germany since the Armistice, in the bitter years of defeat and disillusionment and suffering, had attempted to readjust her affairs, and he thought we should commit a deep error if we failed to realize the extraordinary perplexities which had beset the task of the German Government in the last few years. At any rate, as far as he was concerned, he hoped it might be possible amongst those who were Allies in the late struggle and upon whom at this moment must fall the principal responsibility for the steps that were to be taken in the near future, to arrive at a solution which would make it possible, as was right, that Germany should continue to pay a large punitive contribution without placing her in a situation in which it would ultimately be impossible for her to pay anything.

TRADE UNIONS AND POLITICS.

UPROAR IN COMMONS COMMITTEE.

Disorderly scenes occurred on July 11th in the Standing Committee of the House of Commons presided over by Sir Watson Rutherford, on consideration of Colonel Meysey-Thompson's Bill dealing with the use of trade union funds for political purposes.

Amendments dealing with the proposal in the Bill requiring moneys expended by trade unions on political objects to be raised by a separate levy were discussed.

The Chairman repeatedly called Labour members to order for irrelevances and repetition of argument, and asserted that their object appeared to be to waste time.

The acceptance of a motion for the closure by Major Colfox was followed by uproar.

Mr. Swan: Mr. Chairman, you promised us a fair discussion, and now you gag us.

Mr. Sexton interrupted and was called upon by the Chairman to desist, which he did. Mr. Wignall: We will have them some day. Don't worry—the cowards!

The closure having been carried and the amendment under discussion rejected, Mr. Walsh moved the adjournment of the proceedings, but the Chairman refused to accept the motion. Mr. Walsh: We must have fairer treatment in future, otherwise the proceedings will become a farce.

The Chairman: When amendments are practically nonsense. An outburst of Labour protests made the rest of the sentence inaudible. Mr. Sexton (shouting in a very husky voice): Now we know where we are. You are nothing but a political partisan. (Cries of "Order.")

Major Colfox asked if the Chairman had not power under the Standing Orders to name any hon. member who carried on in a disorderly manner and to ask him to withdraw, and if he refused to do so to report him to the Speaker. The Chairman: This is not the right place to discuss my powers. I will use them when I think the occasion really requires it.

Mr. Hirst was moving an amendment when the Chairman told him it was out of order, and called upon Sir George Younger, one of the promoters of the Bill, to move the next amendment. Several Labour members excitedly rose and shouted at the Chairman.

After several minutes of turmoil order was restored, and Sir George Younger moved his amendment, which required that there should be separate contribution cards for recording payment into the political fund. After a short discussion the Chairman accepted a motion for the closure, and pandemonium broke out afresh.

Dr. Murray, who was speaking when the closure was moved, and Lord H. Cavendish-Bentinck strongly resented the curtailing of the debate.

During the taking of the division Mr. Wignall called out "Cowards!" and Mr. Walsh exclaimed, "It's perfectly scandalous. There has never been anything known in Parliament like this before."

(Continued at foot of next column.)



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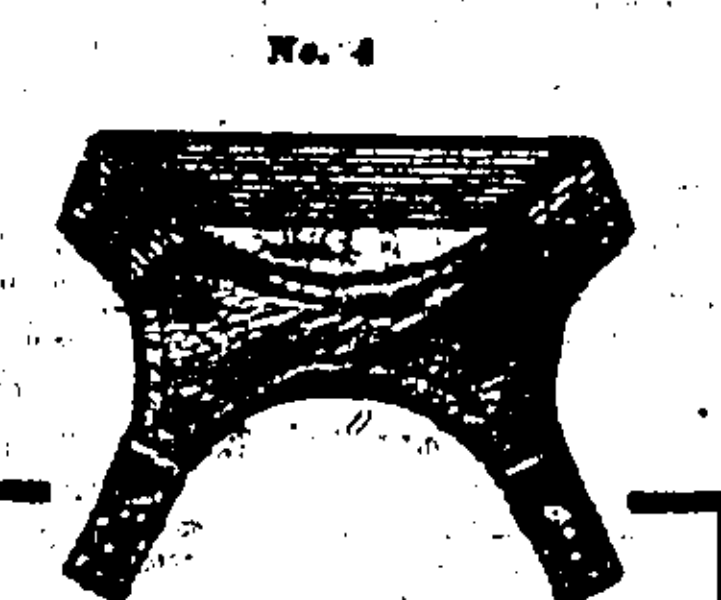
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beg to move that the Chairman leave the chair." (Labour cheers and Ministerial laughter.)

Mr. Sexton attempted to interfere with the division by answering to every name called, only desisting when he was cautioned by the Chairman.

The closure was applied, and Sir George Younger's amendment was carried by twenty-one votes to nineteen. The debate then proceeded on more orderly lines, and the Committee ultimately adjourned until next morning.

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SAILINGS, SUBJECT TO ALTERATION

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MANILA	"YUENSANG"	Friday, 25th Aug.	3 p.m.
SETRAITS & CALCUTTA	"NAMSANG"	Friday, 25th Aug.	3 p.m.
SHANGHAI via SHANGHAI	"HOPSANG"	Sunday, 27th Aug.	Noon
SETRAITS & CALCUTTA	"MINGSANG"	Tuesday, 29th Aug.	D.L.
BANGKOK via SWATOW	"HOSANG"	Tuesday, 29th Aug.	Noon
TIENTSIN	"DRUFAR"	Tuesday, 29th Aug.	Noon
SHANGHAI via SWATOW	"CHIPSANG"	Tuesday, 29th Aug.	4 p.m.

KOBE	"KYONGSANG"	Wednesday, 30th Aug.	Noon
SANDAKAN	"KUMSANG"	Wednesday, 30th Aug.	Noon
KOBE	"HINSANG"	Tuesday, 30th Sept.	Noon
KOBE	"FOOSANG"	Wednesday, 6th Sept.	Noon
KOBE	"KUTSANG"	Sunday, 10th Sept.	D.L.

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"GLENAMOEY"	15th September	
"GLENOGLE"	23rd September	

Vessel	Leaves Hongkong	Discharges
"GLENLUOE"	2nd Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENSHANE"	3rd Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"PEMBROKESHIRE"	24th Sept., LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENADE"	24th Sept., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

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SHIPPING NEWS

ARRIVALS.

August 21st.
Revan, French str., 735 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—P. A. Lapicque & Co.
Xing Yuan, British str., 1,346 tons, Capt. E. P. Partridge, from Amoy, none.—R. & S.
Yuen Shing, British str., 2,391 tons, Capt. E. V. Anderson, from Moji, with a general cargo.—J. M. & Co.
Tai See Mo, Chinese str., 102 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yin Fat S.S. Co.
Enda, British str., 879 tons, Capt. Williams, from Shanghai, none.—Asiatic Petroleum Co.

August 22nd.
Ching Hing, Chinese str., 240 tons, Capt. Leung Sau Kong, from K. C. Wan, with a general cargo.—Hong On S.S. Co.
Empress of Australia, British str., 21,869 tons, Capt. S. Robinson, R.N.R., from Vancouver, with a general cargo.—Canadian Pacific Steamships, Ltd.
Jade, French str., 355 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo.—Kai Yee.
Yuen, Swedish str., 3,282 tons, Capt. E. Norman, from Singapore, with a general cargo.—Swedish Trading & Co.
President Jefferson, American str., 11,174 tons, Capt. F. R. Nichols, from Manila, with a general cargo.—Admiral Line.
Providence, Norwegian str., 893 tons, Capt. U. Ulf, from Dairen, with a general cargo.—Kwong Mow Tai.
Soukang, British str., 1,615 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo.—R. & S.
Sooka Maru, Japanese str., 816 tons, Capt. Wm. Ross, from Hoibow, with a general cargo.—Cheong Yee S.S. Co.

CLEARANCES.

August 22nd.
Canada Mar., for Dairen.
Flouring, for Swatow.
Huichun, for Swatow.
Huichun, for Weihaiwei.
Kailan, for Swatow.
President Lincoln, for Shanghai.
Procter, for Canton.
Procter, for Canton.
Sinkiang, for Canton.
Tai See Mo, for K. C. Wan.
Tung Hing, for K. C. Wan.

SHIPPING MOVEMENTS.

The M. S. *Egra* left Singapore on August 21st, and is expected to arrive at Hongkong on or about August 26th.
The N.Y.K. S.S. *Tosa Maru* (Calcutta line) left Singapore for Hongkong on August 21st, and is expected here on August 27th.
The N.Y.K. S.S. *Asa Maru* (Bombay line) left Singapore for Hongkong on August 21st, and is expected here on August 27th.

VESSELS EXPECTED.

Asia (Blue Funnel), due September 1st.
Antiochus (Blue Funnel), due August 31st.
Asa Maru (N.Y.K.), due August 27th.
Empress of Asia, due August 31st, 8 a.m.
Hylon (Blue Funnel), due September 10th.
Iyo Maru (N.Y.K.), due August 26th.
Lanmedun (Blue Funnel), due August 23rd, p.m.
Nagano Maru (N.Y.K.), due Sept. 7th.
Orestes (Blue Funnel), due Sept. 19th.
Tatthylus (Blue Funnel), due August 31st.
Tosa Maru (N.Y.K.), due August 23rd.
Tydeur (Blue Funnel), due September 13th.
Wakasa Maru (N.Y.K.), due August 24th.

PASSENGERS.

Per R.M.S. *Empress of Australia*, on August 22nd:—Mr. and Mrs. E. Abraham, Mrs. E. M. Baker, Gov. F. Bayot, Mr. G. B. Birkeland, Mr. and Mrs. A. A. Bittnes, Mr. and Mrs. C. O. Brooks, Miss L. Brown, Mr. E. H. Chino, Mr. Henry Choy, Miss G. Gale, Miss A. Hallay, Mr. and Mrs. J. J. Harrington, Mr. and Mrs. R. Huerta, Mr. C. J. Hollman-Abreu, Mr. T. Lopez, Mr. and Mrs. J. L. Nicholson, Mr. Geo. F. Parton, Mr. D. L. Patterson, Mr. and Mrs. O. Ranit, Miss F. Reoy, Mr. C. S. Richardson, Mr. K. B. Smith, Miss H. M. Steele, Mr. C. Stafford, Mr. P. D. Sutherland, Mr. R. H. Short, Mr. N. E. Wolf, Mr. H. O. T. Burkhal, Mr. Wm. Begg, Mr. J. G. Fleming, and a large number of Chinese passengers.

HONGKONG TIDE TABLE.

From August 23rd to 29th, 1922.

Day of Week	Date of Month	High Water			Low Water		
		Time	Height	Time	Height	Time	Height
Wed.	23	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
Thur.	24	10 38	5 9	3 35	0 0	6 00	6 00
Fri.	25	10 41	5 7	3 33	0 0	6 00	6 00
Sat.	26	11 22	5 8	5 12	1 7	5 13	1 7
Sun.	27	11 51	5 9	5 51	1 7	5 51	1 7
Mon.	28	12 07	5 9	6 08	1 9	6 08	1 9
Tues.	29	12 58	6 1	7 08	1 1	7 08	1 1
Wed.	30	1 52	6 0	8 19	1 4	8 19	1 4
Thur.	31	2 18	4 8	7 53	1 3	7 53	1 3

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Highest Water recorded	Lowest Water recorded	W. L. Aug. 20	W. L. Aug. 21
Wuchow, W. River	+79.50	-2.42	—	—
Kongmoon, W. River	+14.70	-0.50	4.30	9.00
Linkooghow, N. River	+57.00	—	12.50	11.0
Samsui, N. River	+27.23	-5.00	14.80	14.20
Shoklung, E. River	+15.15	-0.98	3.50	3.80

Engineer-in-Chief.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

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WEATHER REPORT.

August 22nd, at 11.35.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 50 miles of Lat. 26 deg. N. Long. 123 deg. E. direction unknown.
 August 22nd, at 11.35.—Pressure has decreased slightly over the Japanese Empire, and from Vladivostok to Weihaiwei it is nearly stationary at Hongkong and over the Philippines.
 A depression or typhoon has formed to the north-east of Taiwan, its direction of motion is unknown as present.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 29.1 August 1.38 inch. Total since January 1st, 45.54 inches, average so average of 62.37 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast
 Hongkong to Gap Rock N.W. to W. winds, moderate; fair.
 Formosa Channel N.W. to W. winds, freshening considerably.
 South coast of China between Hongkong and Lianao The same as No. 1.
 South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory August 22nd.

	Previous Day at 2 p.m.	At 6 a.m.	At 2 p.m.
Barometer	29.66	29.61	29.57
Temperature	82	77	86
Humidity	33	77	73
Wind Direction	W	Chim	NW
Force	1	0	5
Weather	ot	orit	c
Rain	0.47	0.00	0.91

Highest open-air Temperature, on 21st — 85
 Lowest open-air Temperature, on 22nd — 76

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LIVERPOOL via MANCHESTER & VALENCIA	Bengal Maru	Jap.	Nippon Yusen Kaisha	On 7th Sept.
BOSTON & New York via Suez	City of Baghdad	Brit.	The Bank Line, Limited	On 25th inst.
NEW YORK & BOSTON	Slavic Prince	Brit.	Princo Line	End of Sept.
SAN FRANCISCO	Apus	Am.	Struthers & Barry	On 24th inst.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 25th inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 25th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, &c.	Empress Australia	Brit.	Empress Australia	About 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 18th Sept., at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER	Hawaii Maru	Jap.	Oaka Shosen Kaisha	On 18th Sept.
VICTORIA, SEATTLE & VANCOUVER	Ikona	Brit.	Butterfield & Swire	On 24th inst.
VICTORIA, SEATTLE & VANCOUVER	Empress Asia	Brit.	Canadian Pacific S.S. Ltd.	On 24th inst.
VICTORIA, SEATTLE & VANCOUVER	Jeppore	Brit.	P. & O. B. I. & A. L.	On 24th inst.
VICTORIA, SEATTLE & VANCOUVER	Cordillere	Fren.	Messageries Maritimes	About 25th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept., at Noon
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Teseus	Brit.	Butterfield & Swire	On 4th Sept.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Teseus	Brit.	Butterfield & Swire	On 23rd Sept.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Glenahane	Brit.	Jardine, Matheson & Co., Ltd.	On 24th Sept.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Ningchow	Brit.	Butterfield & Swire	On 24th Sept.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Zosma	Dut.	Java-China-Japan-Lijn	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	City of Manchester	Brit.	The Bank Line, Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Macdonia	Brit.	P. & O. B. I. & A. L.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Wakasa Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Namsang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Van Overbaten	Dut.	Java-China-Japan-Lijn	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Treca	Brit.	Dodwell & Co., Ltd.	About 25th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Kailong	Brit.	Butterfield & Swire	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Takwa Maru	Jap.	Yamashita Kisen Kaisha	About 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Hosai Maru	Jap.	Jardine, Matheson & Co., Ltd.	About 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Hinsang	Brit.	Nippon Yusen Kaisha	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Tango Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Eastern	Brit.	P. & O. B. I. & A. L.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Angkor	Fren.	Messageries Maritimes	About 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Kalyan	Brit.	P. & O. B. I. & A. L.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Porcia	Brit.	Dodwell & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Tijuanang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Tijuanang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Busho Maru	Jap.	Java-China-Japan-Lijn	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Tjikombang	Dut.	Java-China-Japan-Lijn	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Chakrang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Kiangang	Brit.	Butterfield & Swire	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Haifong	Brit.	Douglas Lapraik & Co.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Haifong	Brit.	Douglas Lapraik & Co.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Yensang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Dewey	Am.	Struthers & Barry	On 24th inst.
MANCHESTER via HAIPHONG, SAIGON, SPAIN, &c.	Taming	Brit.	Butterfield & Swire	On 24th inst.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Australia Aug. 26	Sept. 14	Empress Scotland Sept. 19	Sept. 26
Empress Asia Sept. 7	Sept. 25	Empress France Oct. 3	Oct. 10
Empress Canada Sept. 21	Oct. 9	Empress Scotland Oct. 17	Oct. 24
Empress Russia Oct. 5	Oct. 23	Empress France Oct. 31	Nov. 6
Empress Australia Oct. 19	Nov. 6	Empress Scotland Nov. 14	Nov. 21
Empress Asia Nov. 2	Nov. 20	Empress France Dec. 28	Dec. 5
Empress Canada Nov. 16	Dec. 4	Empress Scotland Dec. 12	Dec. 19

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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BASIL STREET HOTEL.
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Run by the owner, has the best situation, and is First Class. One minute's walk from HARROD, Hyde Park and Elysian Fields, 100 Bedrooms with Hot and Cold water, ample Bathrooms, pleasing Restaurant and Lounge, Luggage stored for any period, also room for sorting and packing. "En Pension" terms from 25/6. Double rooms without food from 23/-. Single from 11/6. Baths included. Excellent Cuisine.
 Knightsbridge Station is in the building from which any part of London is reached in a few minutes.

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EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,

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(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

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First Class Accommodation Throughout.

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HONGKONG TO SAN FRANCISCO

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s.s. "NANKING" s.s. "CHINA"

via Manila, Nagasaki Yokohama and Honolulu.

s.s. "NILE" Sept. 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

Wednesday, Aug. 23rd, at 2 p.m. August 29th.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

On or about Sept. 9th. Sept. 15th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. BURRIDGE, GENERAL AGENT.

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Cable Add: "CHIMAIL."

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MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Apus" ... Due Hongkong 24th Aug.
 Leaves Hongkong 25th Aug.
 "West Ivan" ... Due Hongkong 7th Sept.
 Leaves Hongkong 9th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"Dewey" ... Due Hongkong 4th Sept.
 Leaves Hongkong 5th Sept.
 "Elkridge" ... Due Hongkong 24th Sept.
 Leaves Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building,

Phone No. 3008.

G. P. BRADFORD, Res. Agent.

THERAPION No. 2

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HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

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ELLERMAN LINEWILLERMAN & BUCKNALL S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE**OUTWARDS.**

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HOMEWARDS.

S.S. "CITY OF MANCHESTER" ... 25th Aug. ... S.S. "CITY OF FLORENCE" ... 25th Aug. ...

Subject to change without notice.
For particulars of freight and passenger rates apply to—

Messrs. J. & Co., Canton

THE BANK LINE, LTD.
General Agents.**BOSTON AND NEW YORK**

Joint Service of the

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OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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BUTTERFIELD & SWIRE, as THE BANK LINE, LTD., HONGKONG
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HONGKONG AND CANTON. REISS & CO., CANTON.**MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
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YOKOHAMA ... "ANGOR" ... "ANGOR" ... "AZAY LE RIDEAU" ...
MARSEILLES, via HAI ... "CORDILLERE" ...
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SINGAPORE, PEN ... "ANGKOR" ...
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ALSO SERVICE TO BORDEAUX (ON APPLICATION)For further particulars, etc., apply to
CONSIGNATION—TRANSIT—
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Queen's Building.**DOUGLAS STEAMSHIP CO., LTD****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in staterooms,
Sulphur and excellent cuisine.

FOR

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(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 25th Aug. at 1 p.m.
HAIPOONG ... Capt. W. C. Passmore ... Tuesday, 28th Aug. at 1 p.m.
HAIHING ... Capt. J. B. Thomson ... Friday, 1st Sept. at 1 p.m.Arrival and Departure from the Company's Wharf (near Bako, Mac.)
For Freight and Passage apply to—DOUGLAS LAPRAIK & CO.
General Manager.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. Co., Ltd.)**REGULAR FREIGHT & PASSENGER SERVICE****KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 31st Aug.FOR KEELUNG via Swatow & Amoy
S.S. "HOZU MARU" ... on or about 31st Aug.

For further particulars, please apply to—

Branch Office: No. 27 Bonham Street, West. Tel. No. 155.
S. MITARAI, Agent.
Top Floor, King's Building, Tel. No. 140.**P. & O. British India**
Apcar and
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MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, Ceylon, INDIA, Persian Gulf, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hongkong (about)	Destination
"JEYPORE" + "DEVANHA" "NOYABA" "SODAN" "MACEDONIA"	5,218 3,052 3,050 3,050 10,512	29th Aug. 30th Aug. 13th Sept. 22nd Sept. 27th Sept.	Marseilles, London & Antwerp. do. do. do. do.
"KALYAN" "MANTUA" "DONGOLA" "NANKIN" "KARNALA" "KASHGAR" "PLAST" "SARDINIA" "NELLORE"	8,387 11,000 8,066 7,000 9,000 9,000 7,370 6,380 6,383	11th Oct. 25th Oct. 8th Nov. 22nd Nov. 6th Dec. 27th Dec. 10th Jan. 1933 24th Jan. 7th Feb.	Marseilles, London & Antwerp. do. do. do. do. do. do. do. do.

BRITISH INDIA - APCAR SAILINGS"EGRA" ... 5,108 ... 26th Aug. ... Singapore via Amoy.
"GREGORY APCAR" ... 4,649 ... 2nd Sept. ... Calcutta via Singapore & Penang.**EASTERN & AUSTRALIAN SAILINGS (South)**

"EASTERN" ... 4,000 ... 31st Aug. ... (Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**"TORILLA" ... 5,205 ... 27th Aug. ... Japan.
"KALYAN" ... 8,387 ... 28th Aug. ... Shanghai & Japan.
"SODAN" ... 3,050 ... 7th Sept. ... Shanghai.
"MACEDONIA" ... 11,000 ... 9th Sept. ... Shanghai.**ALL dates are approximate and subject to alteration without notice.**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Kingston must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Messengers not more than 9 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
Cargo only.**MACKINNON, MACKENZIE & CO.**

92, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—
Monthly direct service via Singapore and Port Said.BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN &
CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
TACOMA MARU ... 19th Sept.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
JAYA MARU ... 26th Aug.
SAIGON, HANGKOK & SINGAPORE—Regular monthly Passenger Service.
BUSHO MARU ... 1st Sept.CALCUTTA via SINGAPORE & RANGOON.
KORUM MARU ... 26th Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairan—Taking
cargo to O'LELAND POINTS U.S.A. & CANADA—Passenger Service."HAWAII MARU" ... 1st Sept.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuban Ports."HAYANA MARU" ... Tuesday, 12th Sept.
NEW ORLEANS LINE via SUZ ...
"SUMATRA MARU" ... Thursday, 22nd Sept.JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ALTAI MARU" ... Sunday, 3rd Sept.KEELUNG, SWATOW & AMOY—These Steamers have excellent accommodation
for 1st and 2nd class saloon passenger.
"KANO MARU" ... Every Sunday.TAKAO via SWATOW AMOY.
"BOSHU MARU" ... Thursday, 24th Aug.
Tel. No. 409C. Y. YASUDA, Manager.**PRINCE LINE FAR EAST SERVICE**Regular sailings to Boston and/or New York by fast
freight steamers.For BOSTON
and
NEW YORK
S.S. "SLAVIO PRINCE" ... End of September.For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
84, George's Building.Telephone 2165.
Telegrams (Transpacific).**C. N. C.**
CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**SHANGHAI & TSINGTAO ... "KANCHOW" ... On 23rd Aug. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG ... "KANCHOW" ... On 25th Aug. D.L.
AMOY, SHANGHAI & TSINGTAO ... "KANCHOW" ... On 25th Aug. 10 a.m.
SWATOW & SINGAPORE ... "KANCHOW" ... On 25th Aug. 4 p.m.
SHANGHAI ... "KANCHOW" ... On 25th Aug. 4 p.m.
SHANGHAI ... "KANCHOW" ... On 25th Aug. 4 p.m.
SWATOW & HANGKOK ... "KANCHOW" ... On 25th Aug. 4 p.m.
SHANGHAI ... "KANCHOW" ... On 25th Aug. 4 p.m.
MANILA, CEBU & ILOILO ... "KANCHOW" ... On 25th Aug. 4 p.m.SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, electric fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
ports and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Weiping.HANGKOK LINE—Weekly service to and from Bangkok via
Swatow.
For Freight or Passage apply to—BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.
CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)**SIAMESE STEAMSHIP CO., LTD.****SAILINGS FROM HONGKONG**FOR ... STEAMER ... TO SAIL
BANGKOK ... "THONG SAMUD" ... Aug. 24th, 6 p.m.For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone 24.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION.Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Manila &
Australian Ports ...
"TAIYUAN" ... 23rd Sept. ... 27th Sept.
"CHANGSHA" ... 15th Oct. ... 20th Oct.This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice Fresh Fruit, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried.
Refined Food. Cargo booked through to all Australian, New Zealand & Trans-Pacific Ports.For freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone No. 25.**PACIFIC MAIL S.S. Co., Managing Agents,**
U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.**TRANS-PACIFIC SERVICE**Freight and Passengers—
Fare to European Ports US\$ 3620.50 First Class
Throughout.**AMERICAN STEAMERS**SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HOSOLUNG.
S.S. "PRESIDENT LINCOLN" ... Leaves Hongkong ... 14th Sept.
S.S. "PRESIDENT LINCOLN" (formerly "HOOVER STATE") ... 14th Sept.
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE") ... 18th Sept.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ... 4th Oct.Sailings and Fares Subject to change without Notice.
HONGKONG-CALCUTTA SERVICE.
CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FIELDING" ... Sept. 1st, at noon.

TAMPA INTER-OCEAN S.S. CO.For HAVANA, NEW ORLEANS, GALVESTON, NEW YORK.
S.S. "HEFFRON" ... Aug. 28th.
S.S. "VICTORIOUS" ... Aug. 30th.For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Cable Address "SOLANO." Union Building, Hongkong.
Agents at CANTON—REISS & Co.**DODWELL & CO., LIMITED.****REGULAR SAILINGS TO NEW YORK & BOSTON**

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LLOYD TRIESTINO.TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
PIUMME having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.**FOR SHANGHAI**

S.S. "PERSIA" ... sailing on or about 15th September.

FOR BRINDISI, VENICE & TRIESTES.S. "TRACIA" ... sailing on or about 5th September.
S.S. "PERSIA" ... sailing on or about 25th September.

Passengers' Luggage can be insured at the Office of the Agents.

KATAL LINE OF STEAMERS.From CALCUTTA to SOUTH AFRICAN PORTS
S.S. "KATAL" ... sailing 20th August.
S.S. "UMLAZI" ... sailing on or about 21st October.on any of the above Lines apply to—
DODWELL & CO., LIMITED.
Agents.

